

Air Carrier Activity Information System (ACAIS) Historical Data in Microsoft Excel Format – Readme file instructions and definitions.

The Federal Aviation Administration (FAA) and the U.S. Department of Transportation, Volpe Center manages the Air Carrier Activity Information System (ACAIS). ACAIS is a database that contains revenue passenger enplanement and all-cargo data. The database supports the FAA's Airport Improvement Program (AIP) entitlement activities.

In an effort to serve the needs of many airports, planning organizations and researchers, a Microsoft Excel spreadsheet of ACAIS data is now available for download from the Internet. Any one can download this file and load the data into a local personal computer database, spreadsheet, or word processor for further analysis.

The Microsoft Excel file contains ten separate worksheets. Five worksheets represent data about enplanement activity for calendar years 1993 through 1997 and associated AIP apportionment for the fiscal years 1995 through 1999. Five worksheets represent data about all-cargo activity for the calendar years 1993 through 1997 and associated AIP apportionment for fiscal years 1995 through 1999.

Enplanement Data Collection Process

The U.S. Department of Transportation (DOT) is the main source of enplanement statistics. U.S. scheduled and nonscheduled certificated air carriers submit enplanement data to DOT on Form 41 Schedule T-100 (CRAC). Foreign flag air carriers submit data to DOT on Form 41 Schedule T-100(f) (Foreign). Commuter and small certificated air carriers submit data to DOT on Form 298-C, Schedule T1 and E1 (CAC). In addition, the FAA conducts an annual survey of air taxi/commercial operators who report their nonscheduled activity on FAA Form 1800-31 (ATCO). The enplanement activity of these carriers is categorized as follows:

- CRAC Enplanement
- CAC Enplanement
- ATCO Enplanement
- Foreign Enplanement

The data obtained from these sources are merged into the ACAIS database, which is reviewed by FAA staff and the individual airports. Erroneous or inconsistent data are coordinated with the air carrier; the appropriate revisions are made; and the data is finalized. Finalized enplanement and associated activity data are used to calculate AIP entitlement funds for qualifying airports. It is also used to classify airports by service level (primary, non-primary commercial service, or general aviation) and by hub type (large, medium, small and non-hub).

For AIP purposes, passengers enplaned also includes passengers onboard international flights that transit an airport located in the 50 states for non-traffic purposes. These enplanements are included in the Foreign Enplanement category. The following data elements are presented in each enplanement worksheet.

ENP 1993 through ENP 1997

Rank

Year

LOCID

Airport Name

City

State

Class

Hub Type

Total Enplanements

Scheduled Enplanements

Domestic Enplanements

CRAC Enplanements

CAC Enplanements

ATCO Enplanements

Foreign Enplanements

Apportionment

Sponsor Code

Sponsor State

Sponsor Name

If you need to know the number of non-scheduled enplanements for a specific airport or for a group of airports, calculate it by subtracting SCHEDULED_ENPLANEMENTS from TOTAL_ENPLANEMENTS. If you need to know the number of international enplanements for a specific airport or for a group of airports, calculate it by subtracting DOMESTIC_ENPLANEMENTS from TOTAL ENPLANEMENTS. In other words,

NON-SCHEDULED ENPLANEMENTS = TOTAL ENPLANEMENTS – SCHEDULED_ENPLANEMENTS

INTERNATIONAL ENPLANEMENTS = TOTAL ENPLANEMENTS – DOMESTIC_ENPLANEMENTS

The APPORTIONMENT is the total entitlement dollars distributed to a particular airport's sponsoring organization based on the airport's qualification as a primary airport and the airport's total enplanements. This fiscal year apportionment is based on the total enplanements at each airport for a calendar year two years previous to the beginning of the fiscal year. For example, fiscal year 1999 apportionments are based on calendar year 1997 enplanements.

The apportionment for each fiscal year is calculated based on formulas in Title 49 of the United States Code, Sections 47114 and 48103.

All-Cargo Carrier Activity Data Collection Process

All-cargo data are compiled for airports with a minimum of 100 million pounds of all-cargo aircraft landed weight annually. The cargo carriers report the landed weight of all-cargo aircraft to the airport that in turn completes FAA Form 5100-108 and submits that data to the FAA.

The FAA compiles and merges the data into the ACAIS database. FAA staff and the individual airports then review the data. Erroneous or inconsistent data is coordinated with the airport; appropriate revisions are made; and data is finalized. Finalized all-cargo activity data are used to calculate AIP entitlement funds for qualifying airports. Airports that qualify for all-cargo AIP entitlement funds are those that service over 100 million pounds of certificated gross landed weight for cargo-only activity. It is important to note that this figure represents ***the certificated gross landed weight of the aircraft, not the cargo transported***. The following data elements are presented in each cargo worksheet.

FRP 1993 – FRP 1997

Rank

Year

LOCID

Airport Name

City

State

Class

Hub Type

Total Landed Weight

Apportionment

Sponsor Code

Sponsor State

Sponsor Name

The apportionment for each fiscal year is calculated based on formulas in Title 49 of the United States Code, Sections 47114 and 48103.

Glossary of Terms

ACAIS (Air Carrier Activity Information System)	ACAIS is a database of revenue passenger enplanements and all cargo landing data used in the distribution of AIP entitlement funds.
AIP (Airport Improvement Program)	Provides funding from the Airport and Airway Trust Fund for airport development, airport planning, and noise compatibility planning.
Air Carrier	Entity providing air transportation of persons or goods for remuneration. In ACAIS, carriers are classified as follows: <ul style="list-style-type: none">- Large Certificated Route Air Carrier (CRAC)- Small Certificated and Commuter Air Carrier (CAC)- Air Taxi / Commercial Operators (ATCO)- Foreign Flag Air Carriers (FFC)
Air Taxi / Commercial Operator	Commercial air carrier operating on-demand air taxi services or aircraft. Certificated in accordance with Federal Aviation Regulation Part 135. Categorized in ACAIS as “ATCO.”
Aircraft Landed Weight	The weight of an aircraft providing scheduled and nonscheduled service of only property (including mail) in intrastate, interstate, and foreign air transportation. For cargo service apportionment purposes, the aircraft landed weight is the certificated maximum gross landed weight of the aircraft type as specified by the aircraft manufacturer.
Airport and Airway Trust Fund	Mechanism for funding capital improvements for the Nation’s air traffic control system and airports. The fund is supported by taxes contributed by users of the aviation system, including a 10% tax of airline passengers and a tax on aviation fuel. Established by the Airport and Airway Revenue Act of 1970.
All-Cargo Aircraft	Any aircraft specially designed, manufactured, and/or modified to be used solely for transportation of property, i.e., cargo, mail, and/or freight. Aircraft that are engaged in transportation of both revenue passengers and cargo are excluded from the cargo category. Aircraft that have permanently installed passenger facilities (such as seats, overhead bins, interior decor, etc.) for scheduled and non-scheduled passenger flight are excluded from the cargo category.
All-Cargo Carrier	One of a class of carriers holding an All-Cargo Air Service Certificate issued under section 418 of the Federal Aviation Act and certificated in accordance with Federal Aviation Regulations Part 121 to provide domestic air transportation of cargo.

Apportionment or Entitlement	Distribution of AIP funds from the Airport and Airway Trust Fund to airport sponsors based on enplanements or cargo landed weights. Apportionment and entitlement are used interchangeably.
Cargo Service Airport	An airport which is served by all-cargo aircraft in scheduled and non-scheduled service providing air transportation of only property, including mail, with an aggregate landed weight in excess of 100 million pounds.
Certificate of Public Convenience and Necessity, “CC & N”	A certificate issued to an air carrier by the Department of Transportation, authorizing the carrier to engage in air transportation.
Commercial Service Airport	<p>A public airport that is determined by the Secretary to enplane annually 2,500 or more passengers and receive scheduled passenger service of aircraft. The commercial service airports are further categorized as Primary and Non-Primary.</p> <ul style="list-style-type: none"> - Primary Airport is a commercial service airport which is determined by the Secretary to have more than 10,000 passengers enplaned annually. A primary airport can be further classified as a large, medium, small or non-hub airport. - Non-Primary airport is a commercial service airport which is determined by the Secretary to enplane between 2,500 and 10,000 passengers annually.
Commuter Air Carrier	An air carrier that operates aircraft with 30 seats or less and a maximum payload capacity of 7,500 pounds or less and performs at least five round trips per week between two or more points and publishes a flight schedule. Certificated in accordance with Federal Aviation Regulations Part 135. Categorized in ACAIS as “CAC.”
Enplanement	Domestic, territorial, and international revenue passengers who board an aircraft in the states in scheduled and non-scheduled service of aircraft in intrastate, interstate, and foreign commerce and includes intransit passengers (passengers on board international flights that transit an airport in the U.S. for non-traffic purposes).
Foreign Flag Air Carrier	An air carrier other than a U.S. flag air carrier providing international air transportation. Certificated in accordance with Federal Aviation Regulations Part 129. Categorized in ACAIS as “FFC.”
Intransit Passengers	Revenue passengers on board international flights that transit an airport for non-traffic purposes in the 50 United States.

Joint-Use Airport	<p>A military installation at which the Department of Defense permits some degree of civil aviation use. Degrees of civil aviation use include:</p> <ol style="list-style-type: none"> 1. Open to all civil aviation under a joint use agreement; 2. Joint-use agreement for limited use. <p>Strictly military airports do not qualify for primary or commercial service status.</p>
Landed Weight	<p>The weight of an aircraft providing scheduled an non-scheduled service of only property (including mail) in intrastate, interstate, and foreign air transportation.</p>
Large Certificated Route Air Carrier	<p>An air carrier holding a “CC&N” that:</p> <ol style="list-style-type: none"> 1. operates aircraft designed to have a maximum seating capacity of more than 60 seats, or 2. Maximum payload capacity of more than 18,000 pounds. <p>Categorized in ACAIS as “CRAC.”</p>
LOCID	<p><u>Location Identifier</u> assigned to each U.S. airport by the Federal Aviation Administration.</p>
PFC (Passenger Facility Charge)	<p>Public agencies controlling a commercial service airport can charge enplaning passengers using the airport a \$1, \$2, or \$3 facility charge. Public agencies must apply to the FAA and meet certain requirements in order to impose a PFC.</p>
Reliever Airport	<p>An airport designated by the Secretary of Transportation as having the function of relieving current or forecast congestion at a commercial service airport and providing more general aviation access to the overall community.</p>
Revenue	<p>Pertaining to transport activities for which remuneration is received by the air carrier.</p>
Revenue Passenger	<p>Person receiving air transportation from the air carrier for which remuneration is received by the air carrier. Air carrier employees or others receiving air transportation against who token service charges are levied are considered non-revenue passengers. Infants for whom a token fare is charged are not counted as passengers.</p>
Scheduled Service	<p>Transport service operated over routes pursuant to published flight schedules that are openly advertised with dates or times (or both) or otherwise made readily available to the general public or pursuant to mail contracts with the U.S. Postal Service.</p>